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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

25X1

COUNTRY

East Germany

DATE DISTR. 9 April 1953

SUBJECT

Information on the East German Railroads

NO. OF PAGES 4

25X1

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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1. By order of the SCC, the railroad conference scheduled to be held in Weimar from 23 through 25 January 1953, and the traffic conference to be organized by the Directorate General, Motor Traffic and Roads in Eisenach on 15 and 16 January, were postponed. ¹ [redacted] this measure was allegedly connected with the planned conversion of the Directorate General, Railroads, into a Ministry of Railroads. ² A T/O for the future Ministry of Railroads was to be drawn up. This T/O was to be submitted to the East German Council of Ministers. Candidates for the post of Minister of Railroads were State Secretary Ernst Wollweber, Director General, Railroads, Erwin Kramer and Deputy Director General, Railroads, Richard Staimer. The appointment of Wollweber to the post of minister is said to be opposed by the Political Administration of the Directorate General, Railroads, Berlin, and the Secretariat of the SED organization at this Directorate general. However, source believed that, Wollweber would be made minister while Staimer and Kramer would probably become 1st and 2d state secretaries respectively. The Ministry of Traffic is to be deactivated. Prof Dr Hans Reingruber, the present Minister of Traffic is to retire. [redacted] a ministry of transportation to which would be subordinate the present Directorates General, Shipping and Motor Traffic and Roads was also to be formed. ³

2. [redacted] new railroad passes were introduced in the Cottbus railroad district on 15 January 1953. These new passes are valid only for a limited area and for a period of 3 months. ⁴

3. In early January 1953, most of the column locomotives which had temporarily been employed in December 1952, were parked again at their previous stations. The personnel assembled for running these locomotives were returned to their home stations. ⁵

4. [redacted] following information on East German railroad trackage [redacted]

25X1

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SECRET 25X1

-2-

Length of Railroad Lines in km

Railroad District	Main Lines	Branch Lines	Narrow-gauge Lines
Berlin	1,277.81	944.52	98.10
Cottbus	792.80	374.14	159.85
Dresden	1,186.47	1,125.70	434.80
Erfurt	1,048.14	1,268.77	58.60
Greifswald	543.52	701.41	255.25
Halle	939.96	612.80	2.43
Magdeburg	872.37	1,293.63	226.74
Schwerin	563.11	964.93	116.58
Total	7,224.18	7,285.90	1,352.35

Total length: 15,862.43.

6

25X1

5. East German railroads employed 296,300 employees in December 1952, not counting the work force of the Reichsbahnunion.⁷ On 1 January 1953, the Reichsbahnunion employed 25,000 men.⁸

25X1

6. In late December, the Schwerin regional railroad headquarters informed the SCC that the connecting curves at Britz and Altstrelitz had a 24 hour carrying capacity of 40 and 52 trains respectively.⁹
7. On 17 January, the Berlin regional railroad headquarters ordered that all transit-worthy boxcars were to be dispatched without delay to Rummelsburg and to be assembled into grain shuttle trains.¹⁰
8. In late December 1952, all railroad car foremen at the Cottbus railroad station had to endorse a statement that they knew of a standing order according to which no SSym and RRym-type flatcars were to be dispatched to a western country.¹¹
9. On 7 January, the Berlin regional railroad headquarters issued an order to all railroad agencies in the Berlin railroad district to report all available mobile loading ramps, loading facilities for cattle and loading gangways by 10 January.¹²

25X1

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25X1

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25X1

-3-

25X1
25X1

10. On 22 January 1953, [] there was no change in the status of locomotive columns parked at Ducherow and Ruednitz. On 9 January, [] 16 column locomotives parked at Strasburg and 13 at Blumenhagen. 13
11. [] the following numbers of railroad cars were available in East Germany as of 31 December 1952 and 17 January 1953:

Number of Cars

	<u>31 December 1952</u>	<u>17 January 1953</u>
Total park of railroad cars	120,413	120,869
Operational railroad cars	101,761	93,722
Non-operational railroad cars	18,652	27,147
including: damaged cars	13,388	15,126
special purpose cars	4,146	4,334
reserve cars	1,118	7,687

14

25X1

12. [] 10 RRYm-type flat-cars were taken over from the Iowa Plant at Niesky and dispatched to Hennigsdorf. []

Comment Information on this railroad conference was transmitted previously. []

Comment. The establishment of a special ministry of railroads would be in line with the Soviet set-up.

Comment. Information on the expected release of Professor Dr Hans Reingruber, the present Minister of traffic, by State Secretary Ernst Wollweber was reported previously []

Comment. The introduction of new railroad passes was reported previously. []

Comment. The employment of column locomotives with a view to overcoming operational difficulties existing in December 1952 was reported previously. The employment of these locomotives was approved by the Soviets. []

25X1

SECRET

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25X1

- 4 -

25X1 Comment. According to documentary information, the East German railroad net, on 31 March 1949, comprised 7,773.71 km of main lines, 5,126.47 km of branch lines and 548.82 km of narrow-gauge lines, i.e. a total of 13,449 km. The present report indicates that the increase of railroad trackage by 2,413 km occurred on branch lines and narrow-gauge lines, while the trackage of main lines decreased by 550 km. The considerable increase of the trackage of narrow-gauge lines (about 800 km) was not due to construction work but by the nationalization of privately owned railroad lines in 1950 and 1951.

25X1 Comment. On 1 April 1951, the East German railroads employed 246,453 personnel, including 45,179 in railroad repair shops. Comment. The present report indicates that railroad personnel was increased by approximately 50,000 men in 21 months. These figures comprise officials, employees and workers.

25X1 Comment. The Reichsbahnbaunion was found on 1 July 1952. It comprises all railroad construction establishments.

25X1 Comment. Completion of the connecting curve near Fritz and Altstrelitz

25X1 Comment. These boxcars are needed for grain imports from the U.S.S.R. which were resumed in October 1952.

25X1 Comment. Both types of cars are heavy-duty flatcars which are chiefly used for the shipment of tanks. The RRym-type flatcar, which has a load capacity of 90 tons, can carry two tanks. The order reported was probably issued to prevent a possible confiscation of these cars in western countries.

25X1 Comment. This is probably a routine measure. However, these loading facilities are of great importance for military loading operations at places where stationary loading ramps are not available.

25X1 Comment. This information confirms the locomotives of deactivated locomotive columns No 13 at Ducherow, No 3 at Ruednitz, No 6 at Strasburg and No 12 at Blumenhagen.

25X1 Comment. According to the last reported status of 17 December 1952, freight cars stock available in East Germany included:

Total park of railroad cars	116,454
Operational railroad cars	100,060
Non-operational railroad cars	16,396
including: damaged cars	11,173
special purpose cars	4,308
reserve cars	915

25X1 Comment. The reported increase of railroad cars was due to the return of former German freight cars from the U.S.S.R.

25X1 Comment. These data supplements previous information. The figures 60 in the car identification numbers indicates that 6-axle cars were concerned.

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